

LEGEND

Indicates segments of Route 145.

Corresponds with the symbols below to provide segment information.

JCT = Junction

PM = Post Mile

OC = Over Crossing

UC = Under Crossing

Mi = Mile

SR = State Route

SEP = Separation



- Fresno County

1

Segment 1: SR 145 PM 0.0 / 13.2
S JCT RTE I-5 / RTE 269 SEP

2

Segment 2: SR 145 PM 13.2 / 17.3
RTE 269 SEP / Elkhorn Ave

3

Segment 3: SR 145 PM 17.3 / 26.1
Elkhorn Ave / Manning Ave

4

Segment 4: SR 145 PM 26.1 / 30.1
Manning Ave / American Ave

5

Segment 5: SR 145 PM 30.1 / 33.6
American Ave / Church Ave

6

Segment 6: SR 145 PM 33.6 / 35.1
Church Ave / RTE 180

7

Segment 7: SR 145 PM 35.1 / 36.2
RTE 180 / Belmont Ave

8

Segment 8: SR 145 PM 36.2 / R41.3
Belmont Ave / Fresno/Madera Co Line
- Madera County

9

Segment 9: SR 145 PM R0.0 / 7.1
Fresno/Madera Co Line / Avenue 12

10

Segment 10: SR 145 PM 7.1 / 8.1
Avenue 12 / Avenue 13

11

Segment 11: SR 145 PM 8.1 / 9.1
Avenue 13 / RTE 99

12

Segment 12: SR 145 PM 9.1 / 9.7
RTE 99 / Yosemite Ave

13

Segment 13: SR 145 PM 9.7 / 10.7
Yosemite Ave / Fig Ave

14

Segment 14: SR 145 PM 10.7 / 11.0
Fig Ave / Tozer St

15

Segment 15: SR 145 PM 11.0 / 13.7
Tozer St / Road 400

16

Segment 16: SR 145 PM 13.7 / 25.5
Road 400 / RTE 41



LEGEND

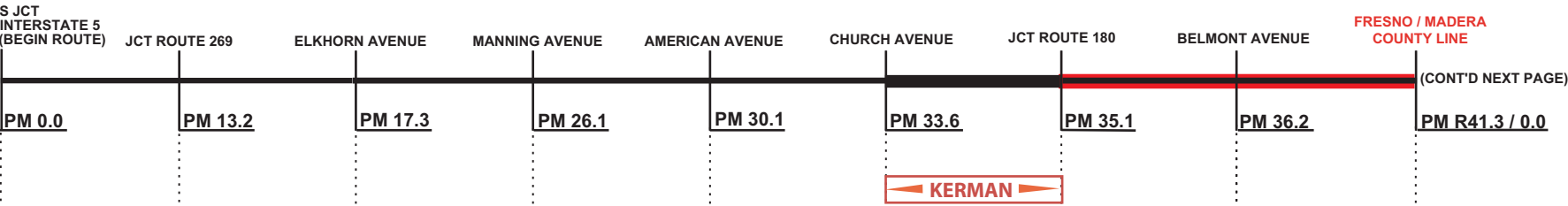
Existing Lanes

Conventional

Planned or Programmed by 2030

Add Through Lanes

* Length of Segments on this bar chart are Not To Scale



Segment: Is self-explanatory:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2006) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AAADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AAADT and Peak Hour.

(I)++: 2-lane conventional highway with (I) improvements i.e. turn lanes, signals, passing lanes etc.

N/A: Not Applicable or not deficient

N/A*: Deficient but no project(s) recommended

***:** Concept Facility meets Concept LOS

****:** Concept Facility does not meet Concept LOS

99 P^: Median width 100' or greater with or without variance.

±: Ultimate ROW is generally the same as the existing ROW.

SEGMENT	1	2	3	4	5	6	7	8
County / Route	FRE / 145	FRE / 145	FRE / 145	FRE / 145	FRE / 145	FRE / 145	FRE / 145	FRE / 145
Description Begin	S JUNCTION ROUTE 5	ROUTE 269	ELKHORN AVENUE	MANNING AVENUE	AMERICAN AVENUE	CHURCH AVENUE	ROUTE 180	BELMONT AVENUE
Description End	ROUTE 269	ELKHORN AVENUE	MANNING AVENUE	AMERICAN AVENUE	CHURCH AVENUE	ROUTE 180	BELMONT AVENUE	FRESNO / MADERA CO LINE
Postmile Limits Begin/End	0/0 / 13.2	13.2 / 17.3	17.3 / 26.1	26.1 / 30/1	30.1 / 33.6	33.6 / 35.1	35.1 / 36.2	36.2 / R41.3
Length (MI)	13.2	4.1	8.8	4.0	3.5	1.5	1.1	5.1
Rural or Urban	RURAL	RURAL	RURAL	RURAL	RURAL	URBAN	RURAL	RURAL
Terrain	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT
ROW: Range Existing (FT)	60.0 / 100.00	60.0 / 80.0	80.0 / 100.0	60.0 / 60.0	60.0 / 80.0	60.0 / 80.0	65.0 / 80.0	50.0 / 142.0
Median Range (FT)	0.0 / 0.0	0.0 / 0.0	0.0 / 0.0	0.0 / 0.0	0.0 / 0.0	0.0 / 99.0 P^	0.0 / 0.0	0.0 / 12.0
Shoulder Range (FT)	4.0 / 8.0	8.0 / 8.0	0.0 / 8.0	2.0 / 8.0	8.0 / 8.0	2.0 / 10.0	0.0 / 0.0	0.0 / 8.0
Lane Width (FT)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Ultimate ROW (FT)	146.0	146.0	146.0	146.0	146.0	110.0	110.0	146.0
Facility: Existing	2C	2C	2C	2C	2C	2C	2C	2C
2030 Concept	2C(I)++	2C(I)++	2C(I)++	2C(I)++	2C(I)++	4C	4C	4C
UTC	4C	4C	4C	4C	4C	4C	4C	4C
LOS: 2006	C	C	C	B	C	C	D	C
LOS: 2015	D	C	D	B	C	C	D	D
LOS: 2030	D	D	D	C	D	C	E	E
LOS: 2030 Concept	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A	N/A	2030	2030
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO	YES	YES
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	B*	B*
Directional Split (Peak Hour)	60 / 40	57 / 43	55 / 45	50 / 50	53 / 47	54 / 46	55 / 45	56 / 44
AAADT: 2006	5,200	6,700	8,100	6,800	8,600	16,000	10,500	8,600
AAADT: 2015	6,100	8,600	10,400	8,600	11,200	21,200	15,700	12,800
AAADT: 2030	7,200	11,000	13,400	10,800	14,600	28,300	23,500	19,000
Peak Hour: 2006	640	740	900	560	710	1,300	870	710
Peak Hour: 2015	800	1,000	1,200	700	900	1,700	1,300	1,100
Peak Hour: 2030	900	1,200	1,500	900	1,200	2,300	1,900	1,600
% Trucks: AADT	25%	35%	20%	18%	12%	12%	15%	16%
% Trucks: Peak Hour	20%	27%	15%	15%	6%	7%	8%	10%



LEGEND

Existing Lanes

Conventional

Planned or Programmed by 2030

Add Through Lanes

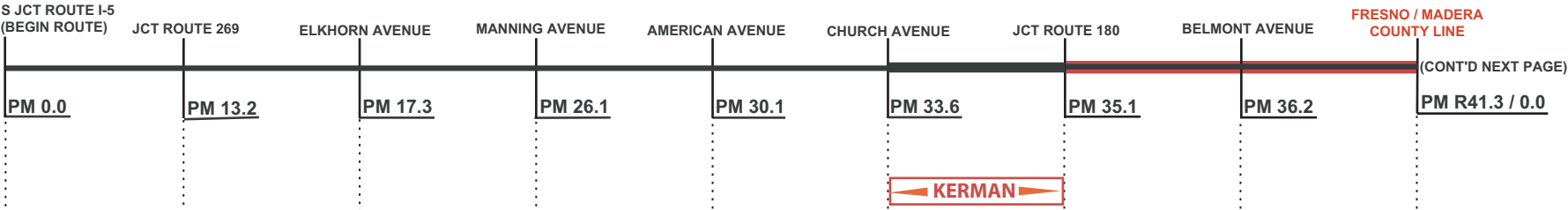
Number of Lanes

2

4

6

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Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

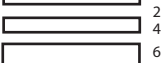
SEGMENT #	1	2	3	4	5	6	7	8
County / Route	FRE / 145	FRE / 145	FRE / 145	FRE / 145	FRE / 145	FRE / 145	FRE / 145	FRE / 145
Description Begin	S JUNCTION ROUTE 5	ROUTE 269	ELKHORN AVENUE	MANNING AVENUE	AMERICAN AVENUE	CHURCH AVENUE	ROUTE 180	BELMONT AVENUE
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Postmile Limits Begin/End	0.0 / 13.2	13.2 / 17.3	17.3 / 26.1	26.1 / 30.1	30.1 / 33.6	33.6 / 35.1	35.1 / 36.2	36.2 / 41.3
Lane Length (MI)	13.2	4.1	8.8	4.0	3.5	1.5	1.1	5.1
Functional Classification	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	NO	NO
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	Fresno Co LOS C For CMP & RTP Regionally Significant System	Fresno Co LOS C For CMP & RTP Regionally Significant System	Fresno Co LOS C For CMP & RTP Regionally Significant System	Fresno Co LOS C For CMP & RTP Regionally Significant System	Fresno Co LOS C For CMP & RTP Regionally Significant System	Fresno Co LOS C For CMP & RTP Regionally Significant System	Fresno Co LOS D For CMP & RTP Regionally Significant System	Fresno Co LOS C For CMP & RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	EXRESSWAY	EXRESSWAY	EXRESSWAY	EXRESSWAY	EXRESSWAY	EXRESSWAY	EXRESSWAY	EXRESSWAY
Bikes/Pedestrians Allowed (Y/N) (Y* = Bike Route/Lane in Roadway)	YES	YES	YES	YES	YES	YES	YES	YES

LEGEND

Existing Lanes

Conventional

Number of Lanes

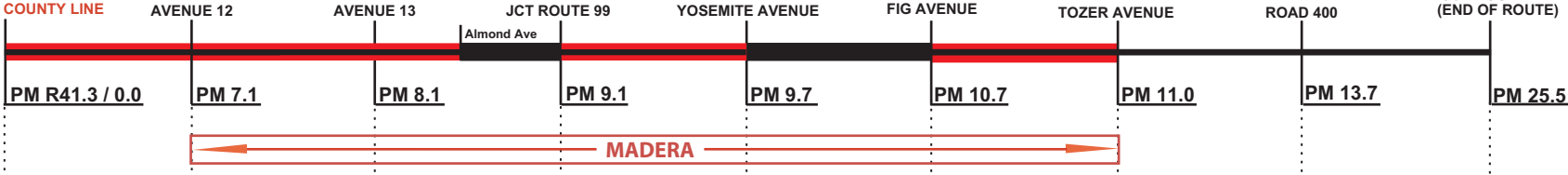


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Planned or Programmed by 2030

Add Through Lanes

FRESNO / MADERA
COUNTY LINE



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SEGMENT #	9	10	11	12	13	14	15	16
County / Route	MAD / 145	MAD / 145	MAD / 145	MAD / 145	MAD / 145	MAD / 145	MAD / 145	MAD / 145
Description Begin	FRESNO/MADERA CO LINE	AVENUE 12	AVENUE 13	JCT ROUTE 99	YOSEMITE AVENUE	FIG AVENUE	TOZER STREET	ROAD 400
Description End	AVENUE 12	AVENUE 13	JCT ROUTE 99	YOSEMITE AVENUE	FIG AVENUE	TOZER STREET	ROAD 400	JCT ROUTE 41
Postmile Limits Begin/End	R0.0 / 7.1	7.1 / 8.1	8.1 / 9.1	9.1 / 9.7	9.7 / 10.7	10.7 / 11.0	11.0 / 13.7	13.7 / 25.5
Length (MI)	7.1	1.0	1.0	0.6	1.0	0.3	2.7	11.8
Rural or Urban	RURAL	URBAN	URBAN	URBAN	URBAN	URBAN	RURAL	RURAL
Terrain	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	FLAT	ROLLING
ROW: Range Existing (FT)	45.0 / 135.0	60.0 / 135.0	63.0 / 90.0	100.0 / 100.0	60.0 / 100.0	60.0 / 120.0	80.0 / 100.0	80.0 / 100.0
Median Range (FT)	0.0 / 0.0	0.0 / 12.0	0.0 / 0.0	0.0 / 12.0	0.0 / 4.0	0.0 / 0.0	0.0 / 0.0	0.0 / 0.0
Shoulder Range (FT)	0.0 / 8.0	0.0 / 8.0	0.0 / 8.0	0.0 / 12.0	8.0 / 12.0	8.0 / 8.0	0.0 / 8.0	0.0 / 1.0
Lane Width (FT)	12.0	12.0	12.0	12.0	12.0	12.0	11.0	11.0
Ultimate ROW (FT)	+	110	110	110	110	110	110	146
Facility: Existing	2C	2C	2C/4C	2C	4C	2C	2C	2C
2030 Concept	4C	4C	4C	4C	4C	4C	2C(I)++	2C(I)++
UTC	4C	4C	4C	4C	4C	4C	4C	4C
LOS: 2006	C	D	C	E	C	C	C	C
LOS: 2015	D	E	C	E	D	E	E	C
LOS: 2030	E	E	E	F	E	F	F	F
LOS: 2030 Concept	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	2030	2015	2030	2005	2030	2015	2015	2030
Project in STIP/RTP (Y/N)	YES	YES	YES	YES	YES	YES	NO	NO
LOS W/ Concept Improvement	B*	B*	B*	E**	D*	B*	N/A	N/A
Directional Split (Peak Hour)	52 / 48	53 / 47	50 / 50	54 / 46	54 / 46	57 / 43	56 / 44	56 / 44
AADT: 2006	8,000	11,200	18,000	18,100	18,400	11,600	5,900	6,100
AADT: 2015	11,900	17,700	28,500	28,200	29,100	16,800	11,100	11,000
AADT: 2030	17,700	28,000	45,000	43,800	45,600	24,400	20,700	19,500
Peak Hour: 2006	670	1,000	1,500	1,750	1,750	1,100	790	520
Peak Hour: 2015	1,000	1,600	2,400	2,700	2,800	1,600	1,500	900
Peak Hour: 2030	1,500	2,500	3,800	4,200	4,300	2,300	2,800	1,700
% Trucks: AADT	20%	13%	7%	7%	7%	7%	8%	10%
% Trucks: Peak Hour	17%	10%	6%	5%	5%	3%	6%	8%

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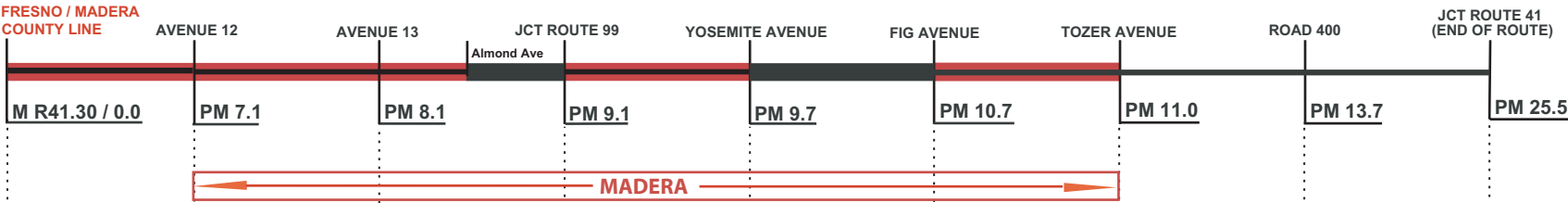
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Description End	AVENUE 12	AVENUE 13	JCT ROUTE 99	YOSEMITE AVENUE	FIG AVENUE	TOZER STREET	ROAD 400	JCT ROUTE 41
Postmile Limits Begin/End	0.0 / 7.1	7.1 / 8.1	8.1 / 9.1	9.1 / 9.7	9.7 / 10.7	10.7 / 11.0	11.0 / 13.7	13.7 / 25.5
Lane Length (MI)	7.1	1.0	1.0	0.6	1.0	0.3	2.7	11.8
Functional Classification	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL (EXTENSION OF MINOR ARTERIAL-RURAL TO URBAN)	PRINCIPAL ARTERIAL (EXTENSION OF MINOR ARTERIAL-RURAL TO URBAN)	PRINCIPAL ARTERIAL (EXTENSION OF MINOR ARTERIAL-RURAL TO URBAN)	PRINCIPAL ARTERIAL (EXTENSION OF MINOR ARTERIAL-RURAL TO URBAN)	MINOR ARTERIAL	MINOR ARTERIAL
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	NO	NO
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	Madera Co LOS C for RTP Regionally Significant System	Madera Co LOS C for RTP Regionally Significant System	Madera Co LOS C for RTP Regionally Significant System	Madera Co LOS C for RTP Regionally Significant System	Madera Co LOS C for RTP Regionally Significant System	Madera Co LOS C for RTP Regionally Significant System	Madera Co LOS C for RTP Regionally Significant System	Madera Co LOS C for RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY
Bikes/Pedestrians Allowed (Y/N) (Y* = Bike Route/Lane in Roadway)	YES	YES	YES	YES	YES	YES	YES	YES